

Tumwater City Plan 2035

Essential Public Facilities Element

Growth and Opportunity:

Aligning efficient infrastructure investment and sustainable community development



Primary Partners:



Tumwater School District



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1. INTRODUCTION AND INVENTORY

Essential Public Facilities are those facilities and lands owned, operated or franchised by a unit of general or special purpose local government for the health, safety, and general wellbeing of its citizens. Essential Public Facilities include buildings, equipment, and whole systems of activities of governmental services provided for the public. Essential Public Facilities are important components of a city and add measurably to the quality of urban life. Examples include: airports, state education facilities, regional transit authority facilities as defined in RCW 81.112.020, state or regional transportation facilities as defined in RCW 47.06.140, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities as defined in RCW 71.09.020. Chapter 2 of this plan identifies locally-essential public facilities and identifies a process for siting those facilities.

The goal of the Essential Public Facilities Element is to determine the needs for public facilities and utility corridors in Tumwater and the Urban Growth Area for the next 20 years ensuring the city is able to accommodate new growth. Identification of specific sites and phasing of facilities where appropriate occurs when the city updates its Capital Facilities Plan. The plan also addresses lands for public purposes.

The Utilities Element of the Comprehensive Plan is dedicated to planning for the needs for these facilities.

The demand for more and varied community facilities and services increases as urban growth continues, population grows, existing facilities become obsolete, and living standards and expectations rise. This plan identifies issues and policies that ensure a provision of lands for public purposes and essential public facilities that is coordinated with the overall Comprehensive Plan and with provision of essential public facilities region-wide.

Figure 1. identifies documents that address each of the listed facilities in detail. These documents are incorporated by reference into this plan.

ESSENTIAL PUBLIC FACILITIES
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Essential Public Facilities - Foundational Plans	
Essential Public Facilities	Supporting Plans
Utility Corridors	<ul style="list-style-type: none"> 2035 Utilities Element (Tumwater)
Transportation System	<ul style="list-style-type: none"> 2035 Transportation Element (Tumwater) 2016-2021 Capital Facilities Plan (Tumwater) 2016-2021 Intercity Transit Strategic Plan 2025 Regional Transportation Plan (Thurston Regional Planning Council) 2016-2019 Regional Transportation Improvement Program (TRPC)
Landfills	<ul style="list-style-type: none"> 2009 Thurston County Solid Waste Management Plan (TRPC)
Sewage Treatment Facilities/Sanitary Sewer Systems	<ul style="list-style-type: none"> 2015 Sanitary Sewer Plan (Tumwater) 2016-2021 Capital Facilities Plan (Tumwater) 2015 Wastewater Resource Management Plan (LOTT_Wastewater Alliance) 2014 Thurston County On-Site Sewage Management Plan (Thurston County)
Stormwater Systems/Facilities	<ul style="list-style-type: none"> 2016 Stormwater Plan – in development (Tumwater) 1993 Percival Creek Basin Stormwater Management Plan (TRPC) 2009 Budd/Deschutes Watershed Plan (TRPC) 2016 Thurston Regional Drainage and Erosion Control Manual – in development (TRPC) 2010-2015 Water System Plan (Tumwater) 2016-2021 Capital Facilities Plan (Tumwater) Current Plans and Regulations specific to high groundwater areas (Tumwater and Thurston County)
Water Systems/Facilities	2010-2015 Water System Plan (Tumwater) 2016-2021 Capital Facilities Plan (Tumwater) 1992 North Thurston Groundwater Protection Plan (TRPC) 2035 Conservation Element (Tumwater)
Parks/Recreation	<ul style="list-style-type: none"> 2035 Parks and Recreation Element (Tumwater) 2035 Conservation Element (Tumwater) 2014 Shoreline Master Program (Tumwater) 2016-2021 Capital Facilities Plan (Tumwater)
Fire Protection	<ul style="list-style-type: none"> 2009 Fire Master Plan (Tumwater)
Police Protection	<ul style="list-style-type: none"> 2001 Police Master Plan (Tumwater)
School Facilities	<ul style="list-style-type: none"> 2016-2021 Capital Facilities Plan (Tumwater School District and Olympia School District)
Library Services	<ul style="list-style-type: none"> 2014-2018 Timberland Regional Library Strategic Plan; Annual Timberland Regional Library Action Plan/Progress Report (Timberland Regional Library)
City Hall	<ul style="list-style-type: none"> 2016-2021 Capital Facilities Plan (Tumwater)

Figure 1. Essential Public Facilities – Foundational Plans

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The Tumwater Capital Facilities Plan (CFP) is the implementing mechanism for the majority of the above-listed public facilities and services. The CFP is updated annually and provides a prioritized list of proposed new capital facilities, a list of funding sources, and proposed acquisition dates over six years for the identified facilities.

1.1 Population and Demand

In order to determine possible needs and system capacities for lands used for public purposes over the 20-year planning period, it is necessary to project future population.

Figure 2. shows projected population growth for Tumwater and its Urban Growth Area. This was developed by the Thurston Regional Planning Council and is based upon a hybrid economic and demographic model.

Thurston Regional Planning Council has applied two growth scenarios in their projection: current trends and full density. The current trends, assumes that growth will occur as it has with existing zoning and development regulations. The full density forecast assumes that development will occur in a more compact manner than presently occurs and that more growth will be accommodated in the city and its Urban Growth Area. Given the goals and mandates of the Growth Management Act and the policies and land use designations used in the Land Use Plan and the Housing Plan, the full density population has been used.

TUMWATER AND URBAN GROWTH AREA 20 YEAR POPULATION PROJECTION				
	2015 Population (includes annexation area)	2035 Population	Population Increase	Percent Increase
Tumwater	21,939	34,680	12,741	58%
Urban Growth Area	3,250	8,203	4,954	152%
Combined areas	25,188	42,883	17,695	70%

Table 2. Tumwater 20 Year Population Projection

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* Source: Office of Financial Management, Forecasting Division—*Population of Cities, Towns, and Counties Used for Allocation of Selected State Revenues, State of Washington*** Source: The Profile, Thurston Regional Planning Council, and the Population and Employment Forecast for Thurston County

Figure 2. shows the total population within Tumwater's city limits will be 34,680 people by 2035. The population within Tumwater's city limits is 21,939. This means an additional population of 12,741 must be accommodated within the city limits within the 20-year planning period.

1.2 Urban Growth Area

Section II of the Thurston County, County-Wide Planning Policies contains specific guidelines and policies for the provision of urban services within the Urban Growth Boundary. These policies are adopted by reference and included in their entirety in the Appendix of the Land Use Element.

County-wide policies should guide the development and provision of lands for essential public facilities within the Tumwater Urban Growth Area. These policies are implemented through the Joint Planning process. The City of Tumwater coordinates with the Thurston Regional Planning Council and Thurston County along with other service providers to identify areas of shared need for public facilities.

1.3 Transportation System

The Transportation Element of the Comprehensive Plan contains goals and policies for transportation, documents existing traffic conditions, develops a future and existing land use base traffic model, develops an impact fee program, and develops recommendations for traffic improvements including future transportation corridors.

The Regional Transportation Plan prepared by the Thurston Regional Planning Council addresses transportation needs on a region-wide basis.

The Thurston Regional Planning Council Transportation Improvement Program contains specific recommendations for transportation improvement within the Thurston County urban area.

1.4.1 Streets and Roads

The Transportation Element is hereby incorporated by reference and should be consulted for more detailed information on street and road corridors and modal integration for Tumwater and the Urban Growth Area.

The Tumwater Capital Facilities Plan identifies funding for the transportation improvements in Tumwater and is hereby incorporated by reference.

1.4.2 Regional Transit Facilities and Services

The cities of Lacey and Tumwater receive collection services offered to unincorporated parts of the county, and so they defer to the County minimum service level ordinance (Thurston County Ordinance 13696)

Intercity Transit (IT) Strategic Plan is the master planning document that drives Intercity Transit operations and service delivery. The plan, updated annually, highlights service concepts, resource priorities, capital investments, and policy direction. It is based on population growth, regional development, and financial forecasting. The IT Strategic Plan includes operational policy positions that guide the agency and its vision for public transportation service delivery in the region, including within the City of Tumwater. IT's Strategic Plan is hereby incorporated by reference.

There are six Intercity Transit routes directly providing service to and from Tumwater: Local Routes: 12, 13, 42, 43, 68 and Express Route 609 (Tumwater/Lakewood).

Fixed Local Transit Routes

Route 12: Olympia/Tumwater (neighborhood collector via Capitol Blvd/Littlerock Rd/Department of Health (DOH) – Labor and Industries (L&I))

- Weekdays: 30 min peak and 60 min off-peak service, 6 am – 11 pm.
- Weekends: 60 min service from 8:15 am – 8:40 pm.

Route 13: Olympia/Tumwater (Trunk route via Capitol Blvd to L&I)

- Weekdays: 15 min service 6:15 am – 5:45 pm, then 30/60 min service 5:45 pm – 10:50 pm.
- Weekends: 60 min service from 8:45 am – 10:50 pm Saturdays, and to 8:10 pm Sundays.

Route 42: Olympia/Tumwater (circulator loop route via South Puget Sound Community College (SPSCC)/County Accountability and Restitution Center (ARC)-Family Court/Black Lk-Cooper Pt)

- Weekdays only: 30 min service broken into 4 groupings for morning (7:15 - 9 am), mid-day (12 – 1:30 pm), and late afternoon/evening (3 – 6:20 pm).

Route 43: Olympia/Tumwater (neighborhood collector via Deschutes Pkway/Court House/SPSCC/Tumwater Sq)

- Weekdays: 30 min service 6:15 am – 7:40 pm.
- Saturdays: 60 min service 8:45 am – 7: 10 pm.

Route 68: Olympia/Tumwater/Lacey (neighborhood collector via Oly TC/Tumwater Sq/Henderson Blvd/Yelm Hwy (Corp Cntr Transfer Station)/Ruddell/ Mullen/ Carpenter/Pacific Ave/Lacey TC)

- Weekdays and Saturdays: 30 min service morning and afternoon peak and 60 min off peak, 6 am – 8:30 pm.
- Sundays: 60 min service from 8:30 am – 8:30 pm.

Express Route 609: Tumwater/Lakewood Express service via DOH-L&I/Capitol Campus/Hawks Prairie Park and Ride/Lakewood Station-SR 512 Park and Ride. Grant funded thru mid-June 2017)

- Weekdays only: 10 northbound trips and 11 southbound trips between 5 am – 7:30 pm.

Paratransit Service

Dial-A-Lift: On-demand service (24 hr reservation) for qualified mobility challenged clients: operates 7 days a week throughout the service district following the same operating hours as fixed route service. Serves up to $\frac{3}{4}$ mile on either side of a fixed route in urban areas and up to 1 $\frac{1}{2}$ miles either side of a fixed route in rural areas.

Commuter Vanpool Program

Vanpool: groups of 5 – 15 people lease a commuter van on a monthly basis to commute to/from work. A van group must originate in or end in Thurston County to qualify for its use. Intercity Transit currently has approximately 200 vanpools operating weekdays throughout the Puget Sound area. Groups are traveling as far south as Chehalis as well as north to Bremerton, Renton, Redmond and Seattle. Tumwater Destinations: 39 vanpools, Tumwater Origin: 4 vanpools.

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Employment Assistance Program

Village Vans: federal and state funded program offers two free programs: driver training/job skills and work-related transportation for low-income job seekers. Vans operate throughout Intercity Transit's service district. Program coordinates efforts with a number of service organizations and SPSCC, including "WorkSource Thurston County," located on Irving St SW, Tumwater.

Capital Facilities in Tumwater

Tumwater Square: Currently, four routes serve this on-street location on weekdays and Saturdays, and three routes on Sundays. Bus shelters, waiting area, both sides of Cleveland Ave, adjacent to the Safeway grocery store. Rts 12, 13, 43, 68 serve this stop as does R&T vans.

State office – Department of Labor and Industries (L&I): IT maintains a transfer stop at the main entrance to the L&I Building. Rts 12, 13 and 609 serve this stop as does Rural and Tribal Transit.

Tumwater Park and Ride Lot: Agreement with property owner of State Department of Health facility to use 30 stalls of the parking lot at Israel/Bonniewood Dr SE. Routes 12 and 609 serve this lot.

SPSCC (Olympia): IT maintains a transfer stop at the main entrance to the community college. Rts 42, 43, 44 serve this stop.

Bus Stops/Shelters: There are approx. 945 bus stops throughout Intercity Transit's service district. Of those, about 120 are within Tumwater's city limits.

Other Public Transportation Service Providers

Rural and Tribal Transit: Operate 4 fixed routes between the South County (Rochester, Grand Mound, Centralia, Bucoda, Tenino, Rainier and Yelm/Nisqually Reservation) Provides service to the State's L&I building and IT's Tumwater Sq Transfer Station. Riders can transfer to or from Intercity Transit service at either of these transfer points. Weekdays only: trip schedules vary but generally from 6 am – 6 pm on most routes.

1.4.3 Pedestrian and Bicycle System

Promoting the increased use and safety of bicycling and walking as transportation modes is city, regional, state and federal transportation policy.

The purpose of a pedestrian and bicycle transportation system is to provide opportunities to walk or ride a bicycle safely as part of their everyday life. The vision for a system of connected biking and walking infrastructure is the creation of a changed transportation system that offers not only choices among travel modes for specific trips, but more importantly presents these options in a way that they are real choices that meet the needs of individuals and society as a whole.

Some of the long term goals of effectively designed pedestrian and bicycle systems include:

- Doubling the percentage of trips taken by bicycling and walking for all transportation purposes, and to simultaneously reduce the number of bicyclist injuries and fatalities.
- Increasing the number of bicyclists and pedestrians or to increase facility mileage each year.
- Improving the connections among bicycle, pedestrian, and transit systems.
- Allowing people to bicycle safely, conveniently, and pleasurably within five miles of their homes, and to make streets and roads "bicycle friendly" and well-designed to accommodate both motorized and nonmotorized modes of transportation.

Network performance criteria should be developed. Some applicable criteria would be accessibility, directness, continuity, route attractiveness, low numbers of conflicts with other route users, number of bicycle links with transit, cost, and ease of implementation.

1.5 Landfills

The Thurston County Solid Waste Management Plan addresses waste management in all incorporated and unincorporated areas of Thurston County.

The 2009 Thurston County Solid Waste Management Plan is hereby incorporated by reference and should be consulted for more detailed information on landfill siting and solid waste management for Tumwater and the Urban Growth Area.

Each year the solid waste disposal system goes through a review through the capital facilities planning (CFP) process. The CFP process identifies those capital projects required to meet the policy goals and objective in the Thurston County Solid Waste Management Plan and the Thurston County Comprehensive Plan, comply with federal and state law, and address facility safety, operational, capacity and obsolescence issues.

The project assessment objectively ranks projects based on:

- ability to meet level of service,
- regulatory compliance,
- health/safety goals and policies,
- sustainability,
- technical feasibility, and
- other associated costs.

Projects are scheduled over a six-year period relative to their ranking.

The majority of waste generated within the county passes through the Thurston County Waste and Recovery Center (WARC) prior to being sent for disposal or recovery. The WARC was built on the Hawks Prairie Landfill, and was opened when the landfill closed in 2000. The landfill had served as the primary disposal facility in the county.

The WARC contains a collection of solid waste facilities, including a toll house, a recycling dropoff center, a yardwaste dropoff facility, a hazardous materials dropoff center (HazoHouse), and a transfer station. The facility is located just outside of Lacey in the northeastern portion of the county along the I-5 corridor. In addition, there is a demonstration garden called the “Closed Loop Park”. Thurston County provides space to Goodwill Industries for a collection center at the entrance to the facility. The WARC transfer station was constructed by Allied Waste Industries, Inc. (Allied) and LeMay to serve as the main collection point for all municipal solid waste collected in the county to be transferred to the Roosevelt Landfill. On average, the WARC receives about 550 tons per day of municipal solid waste.

In addition to household solid waste, this includes:

- 100 tons/day of construction and demolition waste,
- 42 tons/day of yard waste, and
- 4 tons/day of recyclable materials.

A new HazoHouse facility should be a priority within the County Solid Waste System. While the operational mitigation measures at the current facility have allowed Thurston County to work with the State Department of Ecology and the Health Department to keep it open while a new facility is designed, they have indicated that a new facility is needed. The new facility should be constructed to meet, at a minimum level, the state minimum standards for municipal waste collection facilities. The facility could be at the same location at the WARC, which is on top of the existing landfill, to make continued use of the protection offered by the landfill liner. However, since the current facility is located on the old landfill, foundation improvements and a robust landfill-gas-capture and -management system are necessary. A new facility could also be sited at the WARC on solid ground at the property leased by Lakeside Asphalt and Paving. This location would require less foundation work and a less complex landfill-gas management system. This location would require significantly less capital expense. Additional locations nearer the center of the population centers may also be viable. Thurston County has already begun design of a replacement facility but has not decided on a site on which to construct it.

1.5.1 Pathways to Zero Waste

Despite new technologies and processes that have improved the ability of residents, businesses and municipalities to handle, sort and recycle materials, recycling rates in Thurston County have only improved slightly and currently make up less than 1 percent of the total waste stream or 4 tons of 550 tons per day. As landfills close and the city seeks innovative solutions to the problem of higher waste disposal costs, state government has fewer resources to help. Meanwhile, solid waste management is an important contributor to greenhouse gas (GHG) emissions, which Washington is bound by law to reduce 25 percent by 2020 below 1990 levels and 80 percent by 2050.

Through a blend of innovative policies, ranging from technical assistance to legislation to initiatives to support and grow recycling markets, the Solid Waste Plan should address these challenges and place the region on the pathway to higher reuse and recycling rates and reduced disposal that will make zero waste a reality

including:

- Providing assistance to dramatically increase recycling and re-use;
- Seizing green economic opportunities to build local markets, jobs and firms in recycling, re-use, and related material management efforts;
- Encouraging innovative and alternative technologies (e.g., gasification or pyrolysis) for converting municipal solid waste to energy or fuel on a limited basis.
- Increasing producer responsibility to reduce waste that needs to be recycled or disposed of by municipalities and eliminate products containing toxic chemicals from disposal; and
- Developing integrated solid waste management systems that minimize the amount of material that must ultimately be disposed of.

1.6 Sewage Treatment Facilities/Sanitary Sewer Systems

Sanitary sewage treatment in Tumwater is provided by the LOTT interception/treatment system. The LOTT system is based on a joint agreement and was created to serve the sewage collection and treatment needs of the cities and urban growth areas in north Thurston County. Participating members include the cities of Lacey, Olympia, Tumwater, and Thurston County.

Sanitary sewer systems for the City of Tumwater and the Urban Growth Area are addressed in detail in the Tumwater Comprehensive Sewer Plan. The Comprehensive Sanitary Sewer Plan covers the existing and proposed sanitary sewer collection and conveyance system for the city limits and the Urban Growth Area.

The Tumwater Comprehensive Sanitary Sewer Plan and any subsequent updates to this plan are incorporated by reference and should be consulted for more detailed information on sanitary sewer systems and facilities within Tumwater and the Urban Growth Area.

The Tumwater Capital Facilities Plan identifies funding for the Tumwater sanitary sewer system and is incorporated by reference.

1.7 Stormwater Systems/Facilities

Improvements to Tumwater's stormwater system are identified in the City of Tumwater Capital Facilities Plan. This plan is incorporated by reference. In addition to these projects, Tumwater has implemented a comprehensive stormwater program since 2007 to meet National Pollutant Discharge Elimination System (NPDES) – Phase II permit requirements. Tumwater has also adopted groundwater monitoring standards, similar to that of Thurston County, to examine long-term groundwater flooding trends in the Salmon Creek Drainage Basin and require developments to limit impacts of the projects to neighboring properties.

1.8 Water Systems/Facilities

The Tumwater Comprehensive Water System Plan reviews land use, demands within the city's service area, supply sources, system deficiencies and capital improvements to address those deficiencies, and water quality, including wellhead protection and utility operations and maintenance. This plan recognizes the need for coordination between land use and water service provision. The Comprehensive Water System Plan is adopted by the Tumwater City Council, and approved by the WA Department of Health.

Groundwater protection is addressed through the city's Wellhead Protection Plan, most recently updated in 2016. This plan identifies regulated areas where a program systematically reviews the management, use and disposal of hazardous materials, details an early response monitoring program and outlines policies and goals for maintaining protections for groundwater. Wellhead protection requirements are also identified in Title 16 of the Tumwater Municipal Code (aquifer and wellhead protection standards).

The Tumwater Comprehensive Water System Plan and the Wellhead Protection Plan are hereby incorporated by reference and should be consulted for more detailed information on water systems and facilities within Tumwater.

The Tumwater Capital Facilities Plan identifies funding for the Tumwater water system and is hereby incorporated by reference.

1.9 Parks/Recreation

Recreation, the pursuit of leisure activities, enjoyment of the outdoors, preservation of open space, habitat, and the natural environment are essential elements in maintaining a balance in the quality of life in Tumwater.

The Tumwater Parks and Recreation Element is an element of the Tumwater Comprehensive Plan and the Thurston County Joint Plan for the Tumwater Urban Growth Area. A 20-year vision for parks, recreation programs, open space and trails is identified in this plan. The Tumwater Parks and Recreation Element is hereby incorporated by reference and should be consulted for more detailed information on parks and open space related issues for Tumwater and its Urban Growth Area.

The Tumwater Capital Facilities Plan identifies funding for parks and related facilities and is hereby incorporated by reference.

1.10 Fire Protection

The Tumwater Fire Department is responsible for protecting the city from fire, medical, natural, and man-made emergencies. The department provides rescue, fire extinguishment, fire prevention, fire/arson investigation, emergency medical services, hazardous materials services, disaster services, and public education activities to its citizens. In addition to providing these services to citizens, the department also provides fire services to the Olympia Regional Airport and Fire District 15. Medic One services are also provided. The functions of the department are divided into five major divisions: 1) Administration; 2) Suppression; 3) Emergency Medical Services; 4) Training; and 5) Fire Prevention.

The Administrative division of the Fire Department is responsible for the overall management and administrative direction, planning, and budgeting for all units within the department. Administration maintains ongoing relations with the other city departments to assist in overall planning for the community's development. The Fire Chief is also responsible for negotiation of fire service contracts, intergovernmental agreements, and acts as the Disaster Coordinator. Also included are costs reflecting the Thurston County (CAPCOM) communication costs for dispatch services.

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The Suppression division responds to all fire and Emergency Medical Service (EMS) calls. They also conduct public safety inspections and assist in educating the public to prevent fires. In addition, the Suppression division performs maintenance on the fire apparatus and the Fire Station facilities to guarantee readiness.

Members of the Emergency Medical Services (EMS) division respond to advanced life support emergencies as established by a contract with Thurston County Medic One. Medic personnel are assigned to the Suppression division as the work load permits. The city also enters into an annual inter-local agreement with Thurston County which, among other things, provides for 80% funding of the program.

The Training division is responsible for coordinating and supervising all departmental training as required to meet the objectives of the Administration division. This division monitors and evaluates the training through observation of manipulative skills at drills and actual incidents.

The Fire Prevention division performs the coordination of efforts between the Fire Department and the Development Services Department. This division is responsible for the public safety of the citizens of Tumwater by implementing code enforcement, public education, and fire investigation.

Continued emphasis is being placed on the administration and enforcement of the Uniform Fire Code (UFC). This includes on-going inspections of structures for (and of) occupancy and requires coordination with the Development Services Department by being part of the team of the Development Review Committee.

The Tumwater Fire Department responds to calls from two city fire stations. The Headquarters Fire Station T-1, located next to Tumwater City Hall, serves the southern area of the city; and Station T-2, located at the intersection of Linwood Avenue/2nd Street, serves the northern portion of the city.

Presently, fire protection is also provided in Tumwater's Urban Growth Area through four volunteer fire districts. These are:

- Fire District 9 - McLane
- Fire District 5 - Black Lake
- Fire District 11 - Littlerock
- Fire District 6 - East Olympia

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Fire District	Year									
	2010	2011	2012	2013	2014	2015	2020	2025	2030	2035
Black Lake	5,310	5,300	5,320	5,330	5,350	5,380	5,640	6,190	6,780	7,150
East Olympia	10,840	10,910	11,010	11,070	11,120	11,160	11,870	12,620	13,490	14,260
McLane	10,210	10,280	10,340	10,360	10,410	10,470	10,710	11,250	11,940	12,790
Littlerock	9,420	9,410	9,470	9,500	9,540	9,610	10,830	12,100	13,370	14,280

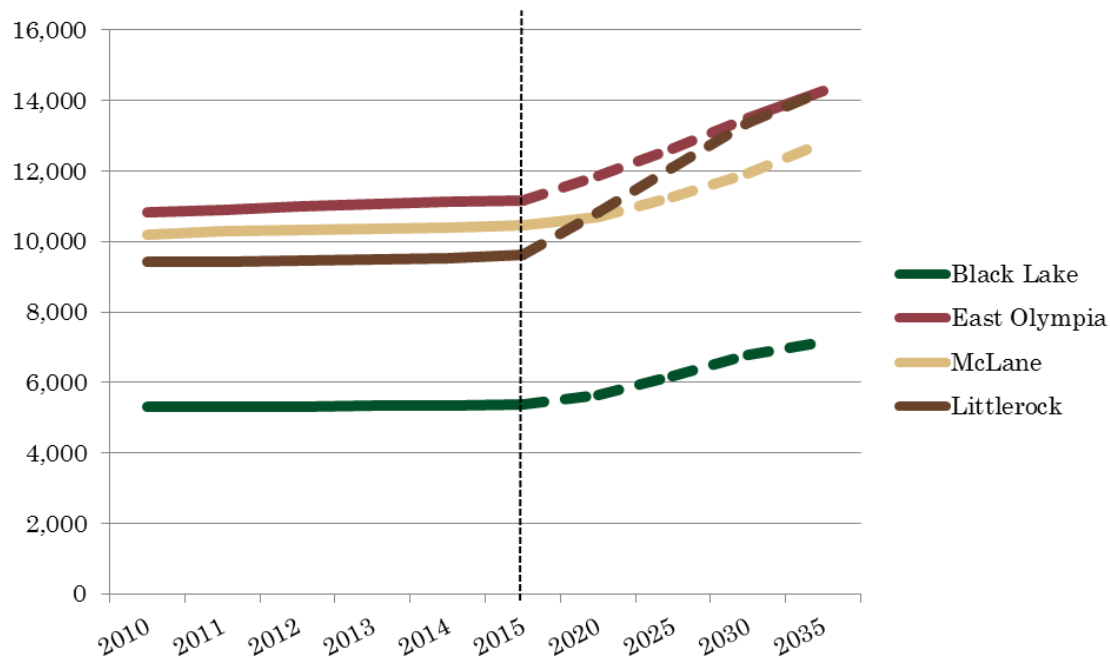


Figure 3. Population Growth by Fire District

Thurston County does not provide fire protection to county residents. The city presently has reciprocal mutual response agreements with all of the above-listed fire districts. A reciprocal mutual response agreement is an agreement whereby a fire district and the city both provide assistance depending on which unit is able to respond first.

The City of Tumwater Fire Services Plan is incorporated by reference and should be referenced for more detailed information regarding fire protection in Tumwater. The Tumwater Capital Facilities Plan identifies funding for fire facilities and is hereby incorporated by reference.

1.11 Police Protection

The Police Department is responsible for maintaining law and order and providing police services to the community under the direction of the Police Chief. The agency provides for the preservation of life, protection of property, and reduction of crime. The department is organized into five areas: 1) Administration; 2) Patrol; 3) Traffic; 4) Investigation; and 5) Crime Prevention.

The Administration unit provides the overall management and administrative direction, planning, budgeting, scheduling, inspection, and training for the department. Also included in this division is the records management function which maintains incident reports and prepares management reports and records necessary for the effective operation of the department. Additionally, the unit handles telephone and personal requests for service from the public at the Police Station. The city continues to use the Nisqually Jail and Thurston County Accountability and Resource Center for holding and incarceration of defendants. The city also enters into an inter-local agreement for all dispatch services with Thurston County CAPCOM.

The Patrol unit deters and detects crime, apprehends violators, and renders other services designed to provide public protection. This is accomplished by preventive patrol, response to calls for service, and preliminary investigation and follow-up of reports and crimes.

The Traffic unit promotes traffic safety and reduces traffic accidents. This is accomplished by enforcement of traffic laws, investigation of traffic accidents, providing input on engineering solutions for traffic safety, and public education.

The Investigative unit conducts follow-up activities for serious cases, provides investigative assistance to the patrol unit, and investigates major crime scenes. This unit enforces narcotics violations through participation in the Thurston County Narcotics Task Force (TNT), performs crime analysis, manages the property room, and presents information to the Prosecutor's Office for filing of criminal proceedings.

Through pro-active patrol efforts, Tumwater Police reduce crime through public education and assistance in residential neighborhoods, the business community, and in the schools. They are responsible for planning and developing various community programs. The primary function is the administration of School

Resource Officer (SRO) program in the school system. The city sponsors the SRO program with staffing, training, and limited supplies.

The Police Department presently employs 32 commissioned officers, and 5.5 non-commissioned administrative staff. The headquarters for this force is the Tumwater City Hall. Officers circulate throughout the city on patrol and respond to calls from the dispatch center located at 2703 Pacific Avenue SE, Suite A, in Olympia. Because the police force is constantly patrolling throughout the city, the location of multiple police stations is not a concern. As population and employment growth occurs in the city, the police force will need to increase in size. As this occurs, the police headquarters will probably need to be relocated to another site, or have the present facility expanded to accommodate additional personnel. The determination of a possible new site or expansion for the Police Department headquarters will take place through the Capital Facilities planning process. The City of Tumwater Police Master Plan is hereby incorporated by reference and should be referenced for specific recommendations. The Tumwater Capital Facilities Plan identifies funding for police facilities and is hereby incorporated by reference.

Tumwater has been strongly committed to creating and providing a high level of police protection and services. Police protection services should expand at a rate consistent with community need. As additional properties are annexed to Tumwater, police coverage, patrolling, and scheduling will have to be altered to accommodate the need to provide adequate police services to these new areas.

1.12 School Facilities

Tumwater is served almost exclusively by the Tumwater School District. The boundaries of the Tumwater School District are indicated in Figure 4. The Olympia School District serves a few small areas of the city near the northeast city boundary.

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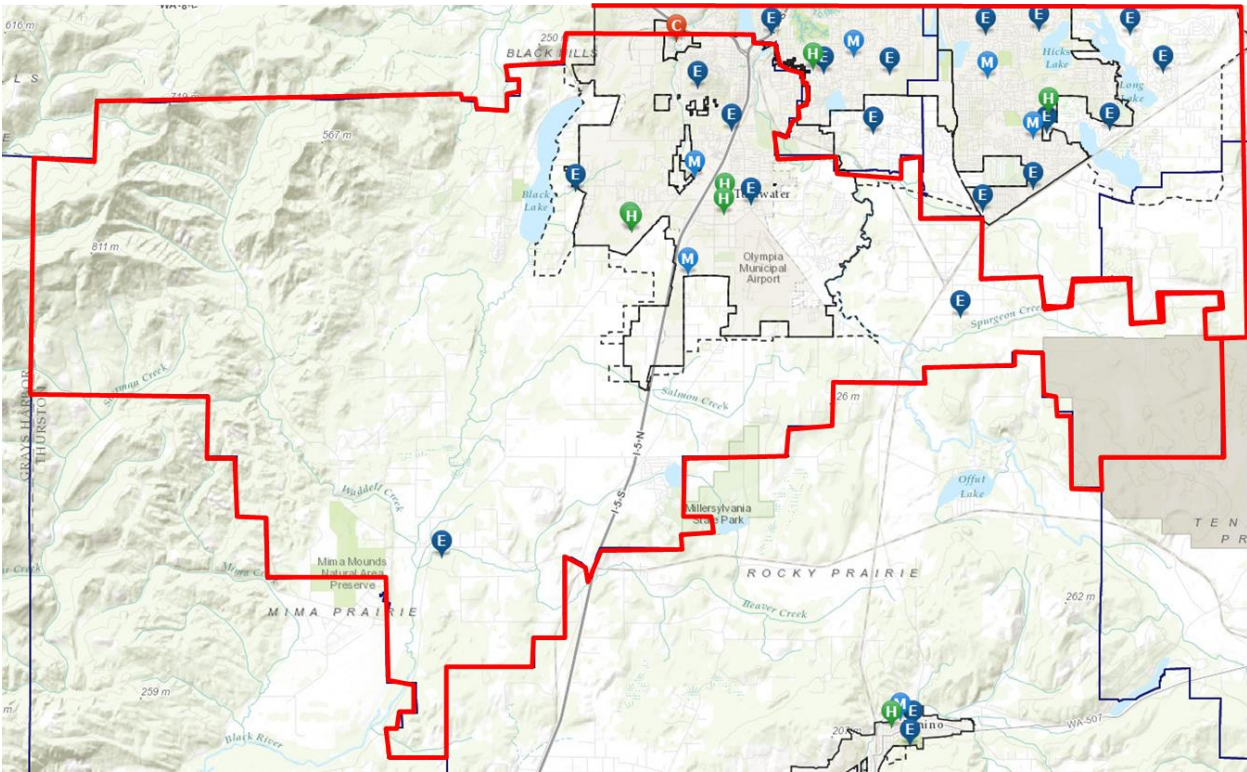


Figure 4. Tumwater School District Boundary

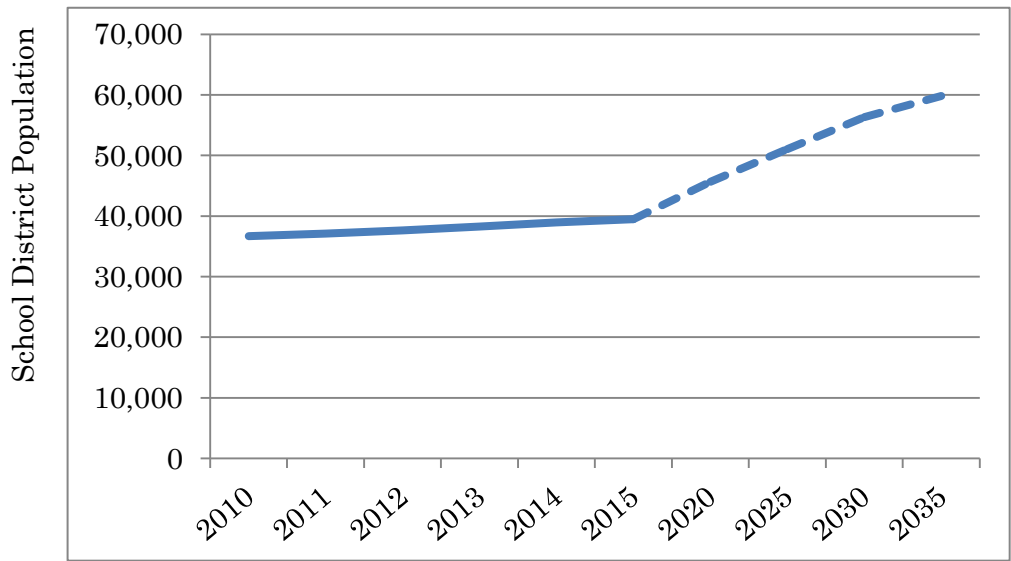


Figure 5. School District Population Growth Projection

Public schools are operated by local school districts and governed by state and federal laws and regulations. State funds provide a large part of school construction financing. School districts raise additional funds from local property taxes. State laws and State Board of Education Rules, set standards for funding levels and facility development. School districts perform the task of planning new school facilities within those guidelines.

The City of Tumwater has sought the cooperation of the Tumwater School District and the Olympia School District to determine and plan for the needs of the districts in Tumwater's Urban Growth area for the 20 year planning period. The districts have provided information regarding proposed new school facility locations and site criteria. The city should make every effort to assist the Tumwater School District in providing needed facilities as population growth in Tumwater and its Urban Growth Area occurs.

The city and the school districts should meet regularly to formally discuss the district's capacity needs and evaluate siting options including the need for new/upgraded schools (capacity), location of expected new growth, zoning and anticipated growth, and issues such as location, configuration, joint use, and school capture areas.

The city can help to achieve this goal by ensuring that the environment around existing and future school sites is properly conducive to their needs. The city should take into account the safety needs of school children, and the need for school buildings to be appropriately accessible to their service areas. Additionally, the city can ensure that school sites are planned for locations with adequate public facilities and services such as sewer, water, transportation and law enforcement services.

In order to determine the need for new schools and, to account for special growth conditions within the district, Tumwater School District has developed a method to project student enrollment. This method relies upon growth projections supplied by Thurston Regional Planning, consultants, and past experience within the district. Two factors require that these projections be updated yearly. They are (1) varying kindergarten enrollment, and (2) unanticipated student in-migration. The number of students per household is a factor the district uses to plan for new schools. Data reporting the number of students generated per household, by type of house, number of bedrooms, and grade level is available from the U.S. Census. This information is published by the U.S. Department of Commerce, Bureau of Census and is titled

“Demographic Multipliers for Common Configurations of Standard Housing Types for School-Age Children (by Grade Category). The district has adopted the multipliers for the Pacific Northwest Region as the standard for determining the number of students generated from new developments. The multipliers adopted by the district have been adjusted from the Census multipliers to reflect the actual grade breakdown in the District.

Total student population for the Tumwater School District in 2015 was 50,480 and it is expected to increase to 71,500 by 2035, a 40% increase. There were 6,100 teachers serving this student population in 2015, and that number is also expected to grow to over 9,000 by 2035.

The School District utilizes a Boundary Committee to monitor enrollment in the district and recommend modifications of attendance zones for elementary, middle, and high school sites. The Committee consists of staff and interested parents. The committee makes its recommendations to the School Board for actual adoption. The location of new elementary schools is based upon growth trends around existing schools and the location of new development. General areas are identified for the placement of a new elementary school as a result of the need to provide relief from overcrowding of existing elementary schools. The same is true for secondary schools.

1.13 Library Services

Tumwater Timberland Library is a member of the Timberland Regional Library District. The district consists of 27 community libraries and 7 cooperative library centers in five counties in Southwest Washington State: Grays Harbor, Lewis, Mason, Pacific, and Thurston counties. The Administrative Service Center is in Tumwater. Books and other materials are exchanged freely with all member libraries within the district.

Tumwater Library began in 1965 in a storefront library in the Southgate Shopping Center. The library has been a part of the Timberland Regional Library District since 1983. A new 17,300 square-foot library, located adjacent to Tumwater City Hall on New Market Street, opened in March 1995. Circulation at the Tumwater Timberland Library has increased significantly since 1995. A total of 292,729 items were checked out in 1995, compared to 391,261 items in 2001, and in 2015, a total of 488,668 were checked out, an increase of more than 20% even with the popularity of on-line media. While the library facility should be sufficient to provide library

services to the community within the planning period, consideration should be given to modernization to keep pace with rapidly changing electronic media, books, and related services.

1.14 City Facilities

Tumwater City Hall provides a center for local governmental activities in Tumwater. City Hall was relocated in 1988 from a site at the intersection of Second Avenue and Bates Street to its present location on Israel Road. City Hall was relocated to the southern area of Tumwater to reflect the future growth of the city and to provide a more central focus.

Tumwater City Hall is located in the Tumwater Town Center. The town center consists of approximately 200-acres and is bordered by Israel Road, Tumwater Boulevard, Interstate 5, and Nicholas Street. The Tumwater Comprehensive Plan envisions a broad mix of uses in this area that are high density, transit-supportive, and pedestrian friendly.

City Hall provides office space for the Mayor, City Administration, City Attorney and the following departments: Development Services, Finance, General Services, Parks and Recreation, Planning and Facilities, Police, and Public Works. Additional office space is provided in the old fire station at the intersection of Israel Road and Capitol Boulevard for use by facilities maintenance staff.

2. SITING AND EXPANSION OF ESSENTIAL PUBLIC FACILITIES

This chapter of the Essential Public Facilities Element addresses the identification, siting, and expansion of essential public facilities. This process was developed by the Thurston Regional Planning Council (TRPC) to provide guidance for the implementation of County-Wide Policy IV which recommends that a regional process for the siting of essential public facilities be developed. County-Wide Policy IV originated from a requirement in the Growth Management Act itself.

2.1 Growth Management Act

The following language is taken directly from the Growth Management Act and provides the background for the development of County-Wide Policy V and the process identified in this chapter [Note: The following language is taken from RCW 36.70A.200 Siting of Essential Public Facilities.]

“(1) The comprehensive plan of each county and city that is planning under this chapter shall include a process for identifying and siting essential public facilities. Essential public facilities include those facilities that are typically difficult to site, such as airports, state education facilities and state or regional transportation facilities as defined in RCW 47.06.140, State and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities group homes, and secure community transition facilities as defined in RCW 71.09.020.

(2) Each county and city planning under RCW 36.70A.040 shall, not later than September 1, 2002, establish a process, or amend its existing process, for identifying and siting essential public facilities, and adopt or amend its development regulations as necessary to provide for the siting of secure community transition facilities consistent with statutory requirements applicable to these facilities.

(3) The Office of Financial Management shall maintain a list of those essential public facilities that are required or likely to be built within the next six years. The Office of Financial Management may at any time add facilities to the list.

(4) No local comprehensive plan or development regulation may preclude the siting of essential public facilities.”

2.2 County-Wide Planning Policy

Section V of the Thurston County, County-Wide Planning Policies contains guidelines for development of a process for identifying and siting essential public facilities as recommended in the Growth Management Act. These guidelines are as follows:

5.1 Cooperatively establish a process for identifying and siting within their boundaries public capital facilities of a county-wide and state-wide nature

which have a potential for impact beyond jurisdictional boundaries. The process will include public involvement at early stages. These are facilities that are typically difficult to site, such as airports, terminal facilities, state educational facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, and group homes.

5.2 Base decisions on siting county-wide and state-wide public capital facilities on the jurisdiction's adopted plans, zoning and environmental regulations, and the following general criteria:

- a. County-wide and state-wide public capital facilities shall not have any probable significant adverse impact on lands designated as critical areas or resource lands; and
- b. Major public facilities that generate substantial traffic should be sited near major transportation corridors.

2.3 Siting Process for Essential Public Facilities in Tumwater

The following process shall be used for siting the essential public facilities identified in Figure 5. This process was developed by the Thurston Regional Planning Council (TRPC) to provide guidance for the implementation of County-Wide Policy IV.

Essential public facilities are allowed as permitted or conditional uses in the zones and land use designations identified in Figures 6 and 7. Essential public facilities identified as conditional uses in the applicable zoning district or land use designation shall be subject, at a minimum, to the following requirements.

1. Classify essential public facilities as follows:
 - a. Type One. Multi-county facilities. These are major facilities serving or potentially affecting more than one county. These facilities include, but are not limited to, regional transportation facilities, such as regional airports; State correction facilities; and State educational facilities.
 - b. Type Two. These are local or inter-local facilities serving or potentially

affecting residents or property in more than one jurisdiction. They could include, but are not limited to, county jails, county landfills, community colleges, sewage treatment facilities, emergency communication towers and antennae, and inpatient facilities (e.g., substance abuse facilities, mental health facilities, group homes, and secure community transition facilities). (NOTE: Such facilities which would not have impacts beyond the jurisdiction in which they are proposed to be located would be Type Three facilities.)

- c. Type Three. These are facilities serving or potentially affecting only the jurisdiction in which they are proposed to be located.

In order to enable the city to determine the project's classification, the applicant shall identify the proposed service area of the facility and the approximate area within which the proposed project could potentially have adverse impacts, such as increased traffic, public safety risks, noise, glare, emissions, or other environmental impacts.

- 2. Provide early notification and involvement of affected citizens and jurisdictions as follows:

- a. Type One and Two facilities. At least ninety days before submitting an application for a Type One or Type Two essential public facility, the prospective applicant shall notify the affected public and jurisdictions of the general type and nature of the proposal, identify sites under consideration for accommodating the proposed facility, and identify opportunities to comment on the proposal. Applications for specific projects shall not be considered complete in the absence of proof of a published notice regarding the proposed project in a newspaper of general circulation in the affected area. This notice shall include the information described above and shall be published at least ninety days prior to the submission of the application.

It is expected that an Environmental Impact Statement may be required for most type one and type two facilities in accordance with the SEPA environmental review process.

The Thurston Regional Planning Council may provide the project sponsor and affected jurisdictions with their comments or

recommendations regarding alternative project locations during this ninety day period.

(The purpose of this provision is to enable potentially affected jurisdictions and the public to collectively review and comment on alternative sites for major facilities before the project sponsor has made their siting decision.)

- b. Type Three facilities. Type Three essential public facilities are subject to the city's standard notification requirements for conditional uses.
- 3. Should any of the above-listed facilities be proposed to be sited in the city, they should be consistent with the intent of the underlying zoning of the proposed site.
- 4. The following tables shall denote Tumwater's policies for siting and expansion of essential public facilities within existing zones and comprehensive land use designations. These policies are based on the nature of each type of essential public facility and its appropriateness to the underlying zoning or land use designation.

ESSENTIAL PUBLIC FACILITIES
Tumwater City Plan 2035

CITY OF TUMWATER ESSENTIAL PUBLIC FACILITY SITING POLICIES FOR COMPREHENSIVE PLAN LAND USE DESIGNATIONS	
EPF Code	Land Use Designation
A	Airport Related Industry (Permitted Use)
B	Airport Related Industry, Light Industry (Permitted Use)
C	Mixed Use, General Commercial, Light Industry, Airport Related Industry, Tumwater Town Center
D	General Commercial, Light Industry, Heavy Industry, Airport Related Industry
E	General Commercial, Light Industry, Airport Related Industry, Heavy Industry
F	Light Industry, Heavy Industry, Airport Related Industry
G	Multi-Family Residential Medium Density, Multi-Family Residential High Density, Mixed Use, Neighborhood Commercial, General Commercial
H	Multi-Family Residential Medium Density, Multi-Family Residential High Density, Mixed Use, Neighborhood Commercial, General Commercial.
I	Light Industry, Heavy Industry, Airport Related Industry
J	Single-Family Residential Low Density, Single-Family Residential Medium Density, Multi-Family Residential Medium Density, Multi-Family Residential High Density, Mixed Use, Neighborhood Commercial, General Commercial, Tumwater Town Center, Airport Related Industry, Light Industry, Heavy Industry, Public Institutional
K	Light Industry

Figure 6

(Note: all of the above-listed uses require a conditional use permit unless otherwise indicated).

ESSENTIAL PUBLIC FACILITIES
Tumwater City Plan 2035

CITY OF TUMWATER ESSENTIAL PUBLIC FACILITY SITING POLICIES FOR CITY ZONING																		
EPF Code	Tumwater Zones																	
	RSR	SFL	SFM	MFM	MFH	MU	NC	CS	GC	TC	LI	HI	HC	BP	GB	OS	AH	ARI
A																		P
B											P							P
C						C		C	C	C	C							C
D								C	C		C	C		C				C
E								C	C		C	C						C
F											C	C						C
G				C	C	C	C		C									
H				C	C	C	C		C									
I											C	C						C
J		C	C	C	C	C	C	C	C	C(1)	C	C		C				C
K											C							

Figure 7

Figure 7 Notes:

- C means conditional use.
- P means permitted use.
- Shaded areas mean use is not permitted.
- (1) In the TC zone district, emergency communication antennae must be affixed to or erected upon existing buildings, water tanks or other existing structures. Antennae shall not be affixed to a wireless communication support structure. Emergency communication towers are not permitted.

LEGEND

RSR - Residential/Sensitive Resource
SFL - Single-Family Low Density
SFM - Single-Family Medium Density
MFM - Multi-Family Medium Density

ESSENTIAL PUBLIC FACILITIES
Tumwater City Plan 2035

MFH - Multi-Family High Density
MU - Mixed Use
NC - Neighborhood Commercial
CS - Community Services
GC - General Commercial
TC – Town Center
LI - Light Industrial
HI - Heavy Industrial
HC - Historic Commercial
B-P - Business Park
GB - Greenbelt
OS - Open Space
AH - Airport Hazard
ARI - Airport Related Industrial

5. Essential public facilities shall not have any probable significant adverse impact on critical areas or resource lands, except for lineal facilities, such as highways, where no feasible alternative exists (adapted from County-Wide Policy 4.2(a)).
6. Major public facilities which generate substantial traffic should be sited near major transportation corridors (adapted from County-wide Policy 4.2(b)).
7. Applicants for Type One essential public facilities shall provide an analysis of the alternative sites considered for the proposed facility. This analysis shall include the following:
 - a. An evaluation of the site's capability to meet basic siting criteria for the proposed facility, such as size, physical characteristics, access, and availability of necessary utilities and support services;
 - b. An explanation of the need for the proposed facility in the proposed location;
 - c. The site's relationship to the service area and the distribution of other similar public facilities within the service area or jurisdiction, whichever is larger; and

ESSENTIAL PUBLIC FACILITIES
Tumwater City Plan 2035

- d. A general description of the relative environmental, traffic, and social impacts associated with locating the proposed facility at the alternative sites which meet the applicant's basic siting criteria. The applicant shall also identify proposed mitigation measures to alleviate or minimize significant potential impacts.
 - e. The applicant shall also briefly describe the process used to identify and evaluate the alternative sites.
- 8. The proposed project shall comply with all applicable provisions of the Comprehensive Plan, Zoning Ordinance, and other city regulations.
 - 9. The siting process for the above-listed facilities should be re-examined pending the outcome of the Tumwater Zoning Code update.
 - 10. No element of the Tumwater Comprehensive Plan may preclude the siting of listed essential public facilities. However, under the Growth Management Act the city does have the discretion to indicate where these types of uses are appropriately sited. This element of the Comprehensive Plan indicates what the city's policies are for siting essential public facilities.